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FOREIGN MISCELLANY.

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ECONOMY OF A MAN OF WAR.
No. VII.

LIEUTENANT.—The term Lieutenant is a well-known vicarious appellation for a *locum tenens*, or deputy holding the place of a superior; and it has become of large appropriation in the civil, military, and naval departments. The word is originally derived from *legatus*, and still more immediately from the French *lieu*, a place, and *tenir*, to hold; which is precisely the *tenente* or *luogo tenente* of Italy, and the *lugar-teniente* of Spain. In the army, the individuals bearing this subaltern commission are unquestionably the successors of the Roman *subsenturiones*, or *optiones*; but notwithstanding the paramount importance of this office on board our ships at present, the introduction of the title into the British Navy is comparatively recent. In the Roman fleet, the next in authority to the *navarchus*, or Captain, was the *gubernator*, or Master; so in that of Henry VIII. these ranks appear in a similar light.

The Lieutenant has long been recognised as the next in rank and power to the Captain. Of these there are several in a large ship, who take precedence according to the dates of their first commissions; the senior being always termed the First Lieutenant, and strictly obeyed by all the others. Indeed, it is now that the young naval officer commences upon real discipline, and accountable service. The anxious Midshipman, "enscreened in canvass berth," rails at the delays which retard his preferment, and while sighing for the epaulette, deplores the subserviency of his station, under the idea that a broad parchment would afford him halcyon days. Hope, however, is proverbially a flutterer. To his surprise, the elevated Cockpitonian finds that his notions of responsibility begin to expand, and that there is a notable difference between the mustering and the managing of the watch; a truth which he will soon be conscious of should his first charge be in a fleet in line-of battle. There, indeed, will he have practical demonstration of the use of clew-garnets, halyards, and downhauls; and there may his nerves be tried, it out of his station, by the terrific signal from the flag-ship: "Make known the name of the officer of the watch!" But we will assume that our tyro has been actuated by a nobler ambition than that which reaches only commission-high, and is well capable of boxing a ship about under all circumstances. "Navim agere ignarus navis timet," said Horace, and certainly the old Roman was as right in his conclusion as if he had served in a cockpit himself; for experience will show, that no one is afraid to work a ship but he that is ignorant of a ship.

It is directed by the Naval Instructions, that a Lieutenant is to execute all orders he may receive with diligence and punctuality; as well those he may receive from his own Commander, or any senior Lieutenant of the ship he belongs to, as from any flag-officer, or the Captain of any other vessel, who, from exigency of service, may think proper to give him directions. This is explicit enough for a good sailor; yet there are sea-lawyers, who delight in quibbling where they can, and service has often been impeded by men of less ardour than pugnacity. Opposition to a superior is sometimes the road by which petty minds endeavor to court popularity among their inferiors; but most of the ebullitions of captious pe-

tulance, by which they prove their independence of spirit, have also afforded proof of their want of prudence and zeal. This is a point upon which a very great portion of the successful or interrupted career of an officer depends; and he who has sense enough to see that he is made for the navy, and not the navy for him, will have no difficulty in shaping his course. In the enforcement of strict discipline, no one can justly feel any order to be personal, and therefore such directions ought to be most scrupulously obeyed, to the spirit as well as to the letter. But though it be the duty of a public man to surrender much of his free will to the service which he has espoused, in other concerns, as a private individual, he is privileged to be

"Nallius adlictus jurare in verba magistri."

Even in these matters, though we advise all to make themselves capable of sailing with every wind, we also caution them against springing their luff unnecessarily. It is true, that a young officer may see grounds for not altogether esteeming his commander; yet he must never forget the homage due to the King's commission and uniform, even if he conceits that the respect no more belongs to the individual, than the reverence the good man did to Isis belonged to the ass that carried her image. With this conviction, he should be cautious of criticising his Captain's conduct, to show spirit in the eyes of the servants and boys, whose ears are ever open to receive such idle ebullitions, and whose tongues are ever ready to render them mischievous by propagation. The printed Instructions are peremptory in prohibiting any thing approaching to disrespect towards a superior, even though any misconduct should be observed, or personal oppression, or other ill-treatment, be endured; the mode of obtaining redress being pointed out. Every one is also strictly enjoined "to refrain from making any remarks or observations on the conduct or orders of his superiors, which may tend to bring them into contempt; and most carefully to avoid the saying or doing of any thing which, if seen or heard by, or reported to, the ship's company, may discourage them, or render them dissatisfied with their condition." Yet we have known several inconsiderate, but self-sufficient, babblers supply daily matter for the gale packets, by their critiques and sarcasms on the affairs of the ship.

A cheerful promptitude in the execution of the ordered duties is one of the principal recommendations of a young officer; and we must remind him that there may be as much offence given by sullen silence as by insolence; by shutting up the instrument of vocal communication as by rattling out the whole gamut. It is thought by many, that the "I've come on board, sir," together with the poly-personal reporting of sunrise, noon,* and sunset, with various other obvious incidents, are neither sapient nor necessary, and that they are mere martinetical exactions. There is, however, nothing trifling or unimportant in the routine of a man-of-war, and the practice of these

* We are aware that the minutiae of naval reporting have often amused the 'long-shorers.' When George III. was on board a yacht, the Captain reported, "Please your Majesty, it is twelve o'clock;" but fearing that this might be deemed too presumptuous an assertion, even prefaced as it was, and to remind him of his royal prerogative, to "make it so," humbly added, "but not unless your Majesty pleases." This officer was, however, outdone by a pilot, who, wanting to hurry a lazy skipper on board, told him the tide was "waiting for him!"

formalities has afforded demonstration that negligence in slight things insensibly leads to indifference in those of greater moment. It is no part of the business of him who obeys, to inquire into the purpose or motives of the orders given to him; submission is his duty, and not examination; and it is by a strict observance of this precept that he becomes fitted for directing others himself. It is not enough that the discipline be good, and its principle excellent, unless it be maintained with inflexible regularity; and it was in a full conviction of the paramount importance of such management that Agesilaus advised Xenophon to send his sons to Sparta, that they might learn there the noble and useful science—how to command, and how to obey.

In thus alluding to the demeanor of a young Lieutenant towards his superiors, we may drop a shot in passing as to his conduct in reference to those under his charge. "The new officer should be admonished," says Captain Boteler, "that he be not too fierce in his way at first," over his subordinates, which, adds he, is "an humor whereto young men are much addicted."

Nothing, indeed, looks worse than to see a type of "brief authority" at once losing sight of the respect which is due to himself, and heedless of that regard which is due to the peculiar situation of those under him. But when the type bursts with passion, like steam from an exploded boiler, and is unmanly enough to strike those who dare not resent, or abuse them in language below that of the practised Thebans in Billingsgate, the venerable Cothon of the Thames, he is both disgusting and criminal. Such behavior, happily, is not common. Most officers are aware that personal example is a powerful stimulant to propriety, and while they temper discipline with discretion, practically evince that a mutual regard is cherished for mutual habits and feeling throughout.

The Lieutenants are each to have a division of the seamen under their inspection and charge, assisted by the Master's Mates, and Midshipmen of the subdivisions, whose reports of examination he is to receive. The printed Instructions order that the divisional officer is not only to examine the seamen's clothes on the days appointed, but he is also "to see that they are at all times as clean as the duties of the ship will allow, and particularly that they keep their persons clean, by washing themselves frequently; he is to watch with particular attention over their conduct; to see that they are quiet, orderly, and obedient; to observe attentively the progress they make in their various duties as seamen; and frequently with the approbation of the Captain, to exercise them in such of those duties as circumstances will allow." He is, moreover, to be attentive to the conduct of all the ship's company; to prevent profane and abusive language; all disturbance, noise, and confusion; and to enforce a proper and respectful obedience to orders.

To insure the established discipline of the ship being rigidly maintained, the orders should not only be scrupulously attended to, but the manner and method of carrying on the duty by the senior officer ought to be followed by all the others. A variety in commands has ever been a fruitful source of confusion.

In time of action, the Lieutenant is to see that all the men under his command are at their quarters, and that they do their duty with spirit and alacrity. He is prescribed to be particularly attentive to prevent the men from loading their guns improperly; from firing them before they are well pointed, and from wetting them after they have been fired; and he is very carefully to prevent their making any improper accumulation of powder in any part of his quarters. The junior Lieutenant, or "Boots" of the Transom, as he is termed, in addition to his other duties, is to have the direction of all men ordered to be taught the use of musketry. The training of small-

arm men has been grossly neglected, in many of even our best ships, though the practice is strictly enjoined by the canons of the service. The Naval Instructions explicitly direct that *Boots* is "to see that the Master-at-Arms and ship's corporals are attentive to their duty; and he is, with the approbation of the Captain, frequently to exercise the men himself. He is also to inspect the muskets and other small-arms, to see that they are kept clean, and in perfect condition for service."

Every officer is to appear in his proper uniform, according to the established usage of the service, it having been found that in all associated bodies of men, one of the most efficacious means for the support of discipline is a uniformity of dress. Harmonious appearance, and the mere gratification of the eye, are not its only advantages. It furnishes the means of distinguishing a peculiar class of men from all others; and, by preventing them from withdrawing themselves from the observation of their superiors, insures moral circumspection; while, in the younger officers, it does much to cherish in them a salutary love and pride of service.

On this account some Captains insist on the uniforms being worn at all times, both on shore and on board. Others allow of a piebald mixture, as the regulation coat and sword, with a round hat; but we confess that we prefer a plain mufti to the half-and-half privateer's-man's mode, and would wish officers either to be in uniform or out of it. Some of our young men certainly do torture their *taste* to tamper with what they are pleased to call the "Dock-yard cut," as if the spirit of an officer could be displayed by the shape of a coat. They should recollect that a person may dress as a gentleman without any taint of dandyism, and be as serviceable to the state as those who "live delicately, and wear soft clothing;" as witness the illustrious names of Nelson, Howe, Collingwood, and Duncan. Ben Johnson, disgusted with the pretensions of those puppies who seek precedence by the merits of a tailor on the outside lendings of man, says:

"But that a rook, by wearing a py'd feather,
The cable hatb nd, or the three-pil'd ruff,
A yard of shoe-tie, or the Switzer's knot
On his French garters, should affect a humour!
O! it is more than most ridiculous."

In these allusions to uniform, we have had our eye rather upon the custom than the law of the matter, thinking that there are many cases in which the judgment of the Captain may allow of a dispensation. But there are few instances in which such license does not afford an illustration of the verity of the adage, "Give them an inch and they'll take an ell;" and the preposterous medley sometimes met with in sea-port towns has excited the ire of more observers than Sir Isaac Coffin; although they may not have been ready, like that active Admiral, to give chase to the offenders.

These irregularities have not been occasioned by the want of preventive enactment. The printed Instructions admit of no mistake, and there it will be found that every officer in the fleet, from the flag to the warrant must wear the uniform established for his rank or station, from the time of his joining the squadron or ship to which he shall be appointed, to that of his being removed from it; "except when he shall have leave from the Lords Commissioners of the Admiralty, or the Commander-in-Chief, to be absent from his duty; or when he shall have express permission from his commanding officer to appear without it, which is never to be granted unless he have leave to go to some considerable distance from the port where the ship to which he belongs shall have anchored."

We have now to introduce the Lieutenant in the most arduous department of his junior avocation, which is that of keeping a watch. None who know

the serious and important nature of this charge will be inclined to question the full weight of its responsibility; we may therefore pronounce that, as the safety of the vessel and the lives of the crew, during the hours of darkness and sleep, depend on the unremitting vigilance of the officer of the watch, so ought he constantly to exert all the circumspection, judgment, and seamanship in his power. On these grounds, although we do not altogether prohibit a brief snatch at a middle-watcher, we utterly protest against sitting upon the carronade slides, leaning over the gangway to watch fish, popping up the capstan, or any other mode of leading along the eyelid downhauls. Nothing conduces more to a Captain's satisfaction and slumber than a well-beat hank for hank tread over his cot; nor is anything—*inter minora incommoda vitæ*—more alarming than its intermission. When Alexander was asked how he could sleep so soundly and securely in the midst of danger, he replied that Parmenio watched.

A good officer of the watch will keep a list of the petty officers, seamen, and marines, under his charge, in order to muster all or any part of them when he judges it expedient; for it has happened that blood-suckers have dived immediately after the mate's watch-bill has been closed at the regular call. He is to remain constantly on deck, from his resuming the charge thereof, until he is relieved, with the sole exception of his quitting it for the purpose of informing the Captain of the wind, weather, or other occurrences; but even in such circumstances he must use his discretion. Should it be requisite to call his commander during the night, and he does not think it safe to leave the deck, he is to send a midshipman or sentinel to inform him of what it may be necessary he should be acquainted with.

The Lieutenant is strictly directed to see that the Mates and Midshipmen of his watch are also constantly on deck, and attentive to what was passing. He is to inspect that the men are alert and diligent in their duty, that every necessary precaution is taken to prevent accidents from squalls or sudden gusts of wind, and that the quarters are as little encumbered as circumstances will admit, in case there should be an unexpected necessity for clearing for action. He is, also, "to be particularly careful that the ship be properly steered, and that a correct account be kept of her way, by the log being duly hove, and the lee-way for each hour marked on the log-board." He is to keep men at the mast-heads in the day, and at the cat-heads, or other proper stations, during the night; and is frequently to remind them of their duty, both by his own inspection and the visits of his "young gentlemen." This is an important point, the neglect of which has produced serious loss to the country; for, mighty as the floating bulwarks appear, the impulses are so prodigious that they recall the inscription on the two pitchers; *si collidimur frangimur*.

In a fleet the Lieutenant of the watch is to be extremely attentive to keeping the ship in her station, and is to inform the Captain whenever he apprehends that he shall not be able to do so. He is to advise his commander of all strange sails that are seen, all signals that are made, and all circumstances which may derange the order of sailing. When his watch has expired, he is to be very exact in delivering correctly to the Lieutenant who relieves him all orders that remain unexecuted; and he is to inform him of all signals made by the Commander-in-Chief, which are still to be obeyed. He is to point out the situation of the flag-ship, and to acquaint him what sail she was under when it could last be ascertained; also, whether his own ship was coming up or dropping astern of the Admiral, and every other information necessary to enable him to keep in the assigned order of sailing.

The relieving officer should examine the ship's

course, see that the sails are properly trimmed forward and aft, that the look-outs are relieved, that the watch are up, and the ship in her station. He is to direct an intelligent and sharp sighted Midshipman to keep his eye on the Chief, to note the bearings of his light, and report every signal which is made. Besides the usual lights and lanterns, he will make sure that the Gunner has a sufficient number of guns, not shotted, in readiness for being fired in answer to such signals at night. During a fog, he must be especially attentive to the guns fired by the Admiral, that, by observing any alteration that may take place, either in the direction or the strength of the report, he may take such steps as may be necessary to prevent the ship's being separated from the fleet. At such times he is, moreover, enjoined by the Instructions to "be very careful to order the drum to be beaten, or the bell to be sounded, according to the tack the ship may be on, for the information of ships that may be near."

In single ships, his vigilance is equally under imperious requisition. If a strange sail be seen in the night, during war, he is to send a midshipman to acquaint the Captain; himself, in the mean while, getting the ship clear for action, neither running within gun shot of the stranger till everything is ready, nor dropping to such a distance as to risk losing sight of her. He is never to change the course without express orders, unless in the avoidance of sudden danger, nor to make sail so as to overstrain the spars; but if it should be absolutely requisite to carry on canvass under particular circumstances, then he is to see the whole watch at their respective stations, with the clew-garnets, clew-lines, and down-hauls stretched along ready for all the exigencies of the service in hand.

In the morning watch the Lieutenant is to direct the boatswain to examine the state of the rigging, and the carpenter that of the masts and yards; and, having received their reports, he is to inform the Captain of any defects they may discover. He is also to order the carpenter, or one of his mates, to sound the well, and see that the ports are well barred in, twice at least in each watch; and the gunner, or one of his mates, to examine, once at least in each watch, the state of the lashing of the guns, and to report to him when they have done so. In the night he is to make the master-at-arms, or a ship's corporal, go the rounds, and visit all parts of the ship, every half-hour, to see that there is no disturbance among the men, that no unauthorized lights are burning, and that no tobacco is smoked but in the galley.

We would here caution the officer of the watch against a practice, over which the master-at-arms has no control, it being one of which the officer himself is too frequently guilty; we allude to the weakness of allowing idlers or passengers to pester him with their insignificant or ill-timed discourse, when all his faculties should be applied to his Majesty's service. It was while an old Indian resident, who had grown yellow in the Company's employ, was treating of nabobs and nautches, and curries and catamarans, and sipauhis and sangaree, and discussing the most digestive edibles through all the labyrinths of chymification, chylicification, sanguification, and assimilation, subjects so dear to those high-dried pieces of humanity, that one of his Majesty's goodly ships ran on shore in the Bay of Bengal. Yet the Lieutenant was one who thought being talked to death a "most agonistic and tedious way of expiring." but, from want of sufficient nerve to be apparently rude, had suffered his ears to be bored, during every first watch, with the dolorous outpourings of the guinea-colored veteran, who loved to tell "how Mr. Grievous died of the cholera coming from Seringapatam; the large doses of calomel administered without relief; that Mr. Bagpipes, of the Civil Service, wished to become a member of the fund, but the Governor General did not consider him entitled, for such matters

overlooked might open the door to others;" and whole fathoms of twaddle equally interesting, in the hearing of which a royal snip and the lives of her crew were at stake.

The Lieutenant has to see that every occurrence worthy of note during his watch be properly entered upon the log-board, and confirmed by his initials; and when the details have been entered from thence into the ship's log-book, he is to sign that with the initials of his name at the end of each watch which he has kept. Besides this responsibility, he himself is to keep a log, according to a prescribed form, for transmission to the Navy Board, without which he will be unable to receive his pay.

Such is the charge of a Lieutenant of the Watch. But, important as the duties certainly are, they may be executed without any of that filgetty, harrassing bustle, in which those delight who are known as "jib and staysail jacks," whose restlessness is often the result of a want of the innate confidence of skill. All unnecessary night fatigue should be avoided, and the shorter the mandatory word of command, the surer will be the consequent evolution. We will now, however, release him from the deck, and recommend that he should forthwith repair to his cabin, and there forget the outward world as soon as he can, there being no necessity for disturbing his sleeping messmates by the way, with tiding of its being a fine night, and that the wind has shifted half a point, or any thing else of that remarkable character, the communication of which is so apt to draw forth most ungrateful returns from the drowsy communicantees.

[To be concluded in our next.]

SANDWICH ISLANDS.—We copied the other day a paragraph concerning a reported disturbance at Oahu, wherein an impression is conveyed, that the natives inflicted an insult on the British flag in the streets of Honolulu. A writer in the Boston Courier complains of this statement, as doing great injustice to the abused Islanders; and adds, that he has a letter from Honolulu, dated May 25th, written by a gentleman worthy of all confidence, which states, "that the flag was buried by the British Consul himself, because the Government of the island enforced its order, that the vessel, which brought back the banished Jesuit missionaries should take them away again. The power claimed by the Government of those islands, and exerted in this case, is no more than confessedly belongs to all governments a little more civilized; that of exercising its discretion upon the foreigners who shall be admitted to the privileges of residents." Upon the conduct of the British Consul, he says, "I make no remarks at present."—*Nantucket Inquirer*.

RETURN OF CAPTAIN BACK FROM THE NORTH SEA.

We copy the following very gratifying intelligence from the *Londonderry Standard*, received this day:—

"TUESDAY, ONE O'CLOCK.—We have just had the pleasure of an interview with Capt. Back, the Commander of her Majesty's ship *Terror*, who, it may be remembered, went out in June, 1836, to look for Captain Ross in the North Seas. The *Terror* arrived in Lough Swilly on yesterday morning, in a very disabled state, having three chains round her bottom, and part of her helm broken off. The crew had been locked up in the ice from August, 1836, till August, 1837! During the entire of that weary and dreary period the crew suffered severely from scurvy, and several of them are yet afflicted with the disease. They lost their gunner and two men in the ice. They are as noble a set of fellows as could be found any where, and in great spirits at their return—none of them having had, for many months, the least hope of seeing British ground again. The only human

beings they saw, during their entire voyage, were four Esquimaux Indians; and they never dropt anchor since they left this country until yesterday morning. Captain Back is just about to start by the mail for Dublin, and thence proceeds direct to the Admiralty, via Holyhead, the bearer of his own despatches. The *Terror* is in such a wretched condition that she must be *beached* immediately, to prevent her going down where she lies at anchor. Captain Back had intended to put into some port on the Scottish coast, but was unable to do so, through a dread of foul weather, which would inevitably have destroyed his vessel."

Captain back reached Dublin on Wednesday, and after announcing his arrival in a short note to the Under Secretary, Mr. Drummond, proceeded at once to Kingstown, on his way to London.—*Dublin Evening Post*.

From the *Dublin Freeman's Journal*.

CAPT. BACK'S EXPEDITION TO THE ARCTIC REGIONS.

The courage and dauntless intrepidity with which the ship's company endeavored to surmount the obstacles opposed to their efforts by the climate, and the fearful and dangerous consequences resulting from these exertions, were almost incredible; and, indeed, their return, after an absence of twelve months, the greater part of the time hemmed in by one wide impassable sheet of ice, appears all but miraculous. The hardships endured, the dangers encountered and triumphed over, are of such a character as must render their history at once affecting and interesting.

On Sunday night last the ship put in at Lough Swilly, in an almost sinking condition, the men incessantly laboring at the pumps, and the hull of the vessel secured by chains and cables to keep her together. It appears she was encompassed by the ice at the latter end of August, 1836, at which time her crew consisted of sixty souls, including officers, who were at various times exposed to the most imminent perils from the constant concussion of huge masses of ice, which were dashed against the vessel with tremendous violence, threatening either a violent and sudden death, and in the event of escape from this danger, to await slow but certain destruction by the appalling means of famine and cold. Deprived of fresh provisions or vegetables of any kind, disease spread among them with a rapidity only equalled by its virulence: twenty-five of the crew were together afflicted by the scurvy, to which three of them fell victims: Donaldson, the gunner, a seaman named James Walker, and Alexander Young, a marine. No efforts on the part of the medical gentlemen who attended them could avert the consequences; and, oppressed by an accumulation of sufferings which they were unable to endure, they died under the disease. The vessel lay in that perilous position for four months, drifting to and fro near Cape Comfort; then driven by the current of ice along Southampton island, as far as Sea Horse Point, off Baffin; then at the mercy of the wind and tide, through Hudson's Straits, by Charles's island, along the Labrador coast. On the 6th of August they passed Resolution island.

From the 20th of September they lay surrounded, exposed to all the horrors of the Arctic climate, with the thermometer 40 degrees below zero, until the ice commenced breaking in February, 1837. On the 15th of March they experienced the greatest shock they had yet encountered, a mountain of ice striking the ship with the utmost violence, and rending away every intermediate barrier, without the slightest perceptible effort. The decks were obliged to be lashed to each other to prevent them separating, and the planks rising from their fastenings; the stern ports, dead wood, and after part of the keel, were knocked away. In consequence of the repeated collisions, the water gained on the ship, and she was shaken

from stem to stern; a chain cable was passed round her to keep her together, the men constantly at the pumps to keep out the water, which at one time rose seven feet in the hold. Every exertion was being made at this time to prevent her falling to pieces; men and officers all emulous, and working as laboriously as they could: knowing their safety depended on the result of their exertions. So unremitting and fatiguing were the toils they endured, that all were excoriated more or less.

The ship was built purposely for the expedition, being eight feet in depth through the bow and stern, ten feet seven inches in the sides, with five additional bulkheads athwart-ships, of four-inch oak plank; and two extra fore-and-aft ones of the same thickness, of two feet from the side, each side filled up with 25 tons of coal, for further strength and security.

By the impetus of the ice the bow was lifted clear out of the water, as far aft as the mainmast; her stern, as far as the seven-foot mark, was placed in the same predicament. In this condition she continued for 100 days. At the expiration of that time they got a 35-foot ice saw, worked by shears, and commenced the fatiguing operation of cutting through the bulk of ice under her, measuring in thickness more than 30 feet. On the 11th of July they had completed so much of their task as but two or three feet at the stern remained, when she righted. Immediately on this they made sail on the vessel, but a tremendous wedge remained stuck to her starboard side, between her fore and main chains, and they were compelled to have recourse to the saw again, not being able to free themselves by any other method. By means of purchases applied to the vast lump, it rose from under the bottom as it was freed, and, according to the laws of gravitation, floated above the water, being the lighter body, throwing the vessel on her beam-ends, keeling her over fully 27 degrees, the water pouring in in alarming quantities, and with frightful rapidity. All hands, without distinction, were immediately called in requisition; some proceeded to saw through the piece of ice, the cause of the first misfortune, and some ran to the pumps. With unremitting labor they continued these fatiguing but unremitting operations until five o'clock on the morning of the 14th, when the men were so totally exhausted and dispirited by their incessant exertions that they could work no longer, having to this period cut through to within ten feet. They were then called in for rest and refreshment. They had not been more than a quarter of an hour removed from the work, when a sudden disruption of the ice took place, and the mass, separated from its bed, crashed with terrific violence against the ship's side, tearing to pieces the lashing and spars that intervened to protect her against this casualty, which had, in some degree, been foreseen; the strong shores or logs, and three-and-a-half-inch ropes, were snapped like pack thread; and, but for the merciful interposition of Providence, not a single being out of the entire ship's crew would have lived to narrate the circumstance; for, had they not been called in but a few minutes before, all inevitably would have been crushed by the mass of ice on which they had just been laboring. As the ice separated from her, she righted and drifted along. A temporary rudder was fitted up, her stern-posts having been carried away from the six-foot mark, as well as the dead wood broken off, her stern frame so shaken that her run had to be secured by 2½ and 3½ inch ropes, shores, and screw-bolts; and, when fairly got to sea, a stream chain was passed round her, three feet before the mizen-mast, and another abaft the mizen-mast. In the early part of the passage home, across the Atlantic, they fortunately experienced mild weather; but subsequently it became rather unfavorable, and the ship began to leak very fast. At one period, when it became necessary to take the men from the pumps for about twenty minutes, during which they were oc-

cupied in shortening sail, the carpenter reported 6 to 7 feet water in the hold. In an instant there was a rush to the pumps, and all hands were busily engaged at them until they arrived at their destination. At first they directed their course to the Orkneys, but the wind proving adverse, they bore up for Lough Swilly, where they arrived on Sunday night, after hardships and dangers almost unparalleled. They had but twice seen the natives: once on their entrance to the Frozen Straits, and once at their departure. On both occasions they trafficked with them, and to profitable account, it would seem—an old piece of iron producing skins in abundance; and those who had not this commodity to offer, were willing to barter their children for even an article of less value, if possible. When first immured up in the ice, they got up some plays and masquerades; but the cold and dangers which momentarily threatened them with destruction, put all idea of amusement out of the question; and as the ship was hourly exposed to shocks that left her continued safety a matter of the utmost surprise, the provisions were kept on deck, and the boats lowered, ready for every emergency. On entering the harbor of Lough Swilly, the exhausted crew could scarce remain one moment longer at the pumps, their unremitting labor at which had secured their safety. The coast-guard, on being apprized of their distressing condition, immediately boarded the vessel, and afforded most timely relief to the worn-out mariners; and her Majesty's cutter Wickham, entering soon after, sent twenty of her men for the same purpose. They endeavored to beach her, but, unable to effect their purpose, were obliged to leave her, having her main-deck housing thrummed under bottom. Seven of the sick were sent immediately on shore, where they are being treated with the utmost humanity and attention by the hospitable and generous islanders.

NEW LIGHT-HOUSES ON THE FRENCH COAST.—It has just been decided by the French authorities that two new light-houses, to be lighted from sunset to sunrise throughout the year, shall be immediately erected, and be in operation on the first of next November, on the following points of the coast of La Manche:—One will be on Cape Grines, in the department of the Pas de Calais, about three leagues to the southwest of Boulogne. The following will be the geographical position, nature, and bearing of each:—The light of Cape Grines will be a fixed light, at the southwest entrance of the Pas de Calais, in 50 degrees, 52 minutes, 10 seconds, latitude, and 47 minutes, 13 seconds, west longitude. This light will be 15 metres high, and 59 metres above the high equinoctial tides. The light of the Cape of La Hague will be a stationary light on the rock Gros du Pas, in 49 degrees, 43 minutes, 22 seconds, latitude, and 4 degrees, 17 minutes, 30 seconds, west longitude. This light will be placed 43 metres above the level of the equinoctial high tides. In clear weather, both will be seen at a distance of seven marine leagues. The light of Cape Grines light, which is of considerable power, and can be easily seen from Boulogne pier, was made a few days ago. The French metre is 3 feet 11½ lines, ancient French measure, or about 30 inches English measure.—*London Courier.*

Miss Martineau says the Seminole war grew out of the law prevailing in the slave States, enacting that "the children of the slaves follow the fortunes of the mother. The escaped slaves had intermarried with the Indians. The masters claimed the children. The Seminole fathers would not deliver them up. Force was used to tear the children from their parents' arms, and the Indians began their desperate, but very natural, work of extermination. They have carried on the war with eminent success; *St. Augustine, the Capitol, being the only place in Florida where the whites can set their foot.*" This is about a fair

specimen of her observations "on Society in America." The old maid (giving her credit for appearances, has been humbugged by some wily abolitionist whispering falsehoods through her ear-trumpet *St. Joseph's Times*.

DOMESTIC MISCELLANY.

The following article was inadvertently omitted last week, having been given out for copy, and with drawn for reference after it was supposed to have been set up. The omission was not discovered until too late to rectify it.

We are indebted to the writer for the paper containing it, the *Courier* due in exchange having failed to reach us:

From the Charleston Courier.

THE ARMY—AGAIN.

The *Army and Navy Chronicle*, of the 21st September, re-publishes from the *Courier* of the 13th my article with the above caption. In doing so, it appears most strangely to have misunderstood the reasoning of that essay. It ventures to "dissent" from many of our "positions," and characterizes the opinions therein expressed, as "libellous imputations upon the integrity and motives of the graduates of the Academy." This is wholesale denunciation, and being founded wholly in mistake, is mere invective rather than proof of negation. In matters of opinion merely, we never quarrel with that editor, or any other friend of the Army. But when we deal in facts, the case is altered; and it is probably well for the *captandum* of the *Chronicle*, that "time did not permit it to enter largely into the discussion." When more at leisure, it will no doubt combat those of our positions which are deemed assailable; and we shall be among the foremost to do the honors to that paper, if it is able to overthrow the stand we have taken.

It is presumed the *Chronicle* employs the expression "libellous imputations"—according to the theory of the English Law, which inculcates the maxim that "the greater the truth, the greater the libel." If the law of libel is so understood by the *Chronicle*, it does well to consider every exposure or defalcation, fraud, and ignominy, made in the case of graduates of the Academy, as being "libellous imputations." But if, on the contrary, the Anglo American interpretation of a *libel*, is assumed, those truths which are palpable, notorious, and solemnly registered among the archives of the Government, however disgraceful and mortifying, are not "libellous." Censure may be just or unjust, in proportion to its admixture of truth. But the basis of a *libel* comprises slander, detraction, abuse, scandal, and false aspersion. Now if any of these attributes of calumny, or false accusations, can be successfully thrown back upon the writer of the article referred to, the *Chronicle* will have made a case; until that is done, the off-hand vindication of the motives and integrity of those whom the writer has never assailed, must prove an unpropitious tournament.

Suppose, in an essay upon the eloquence and learning of the Bench and Bar of a particular City or State, it should be said that the graduates of a particular College occupied no higher ground, in talent, character, or usefulness, than certain members of the profession who had acquired their education elsewhere; would it be a just corollary or inference, to charge upon those remarks a disparagement of the "motives and integrity" of those graduates? The idea is preposterous.

The article itself, however, is the best exponent of the writer's meaning. He does not, there or elsewhere, assail the integrity or motives of honest and honorable men, in or out of the service. Nor will he ever descend so low in the scale of public or private

merality, as to abet collusion and fraud, by veiling the truth. If so to venerate one's country as to look with scorn upon all impositions practiced by its officers, is to be denominated as *libellous*, then is the writer content to bear the epithet that is now repelled.

An elaborate treatise, in continuation of the matters discussed in the essays of the 13th Sept. might be spun out, but there are indications of a disposition in Congress, now assembled, to take the affairs of the late "Campaigns in Florida"—(I mean all of them,) in their own hands. Mr. WISE's resolution, inquiring, among other things, into the "enormous expenditures which have attended the prosecution of the war in Florida," if adopted and carried out as it ought to be, will develop some of the most stupendous and extraordinary transactions, with reference to supplying an Army, that are to be found in the annals of any nation. In countries where, during war, the patronage is farmed out to contractors, it is not fraudulent, if dishonorable, to make the most of every contract. But where Staff-officers are commissioned and paid for their services by the Government to superintend the purchase of army supplies, they are obliged by the commonest principles of honesty, to deal with the utmost exactitude and impartiality on every side.

It has already been stated upon the floor of Congress, in an incidental debate on Mr. WISE's resolution, that such monstrous impositions had been perpetrated, as to pay \$175 per cord for wood, or the incredible sum of \$7,000 for 40 cords!!—and this too in a country where, for hundreds of miles round, there was probably little else but wood to be seen! In another case, it was stated that more than the cost or value of a steamboat had been paid for a single short trip. It has also been said, that in hiring Transports, they have been chartered by a sub-agent (go between,) at \$500 per month, and the Captains made to sign bills of lading representing \$1,100 worth of freight on board. Where two trips a month could be ensured, here would be a profit to somebody of nearly 450 per cent. upon the bona fide operation. If, under such circumstances, officers and agents give evidence to the world of having suddenly acquired immense affluence, it will not be a difficult task for the Committee of Congress to calculate, with such material *what per centage* of the millions hitherto appropriated has been applied to extinguish the Indian War.

And are these incidents to be held up to the country as demonstrations of the economy and advantage of having Quartermasters and Commissaries for the army, educated at the public expense?

Let Mr. WISE's measure of inquiry be carried into effect; send for persons and papers, and if a number of resignations do not take place precipitately, there will be a mass of testimony spread on the tables of Congress, upon the subject of public disbursements, at which good men may shudder with indignation. Such an inquiry, if entered upon with vigor, cannot fail to demonstrate the necessity of a new organization of the staff departments of the army. The existing usages, of selecting subalterns of the line for duty in the staff departments, is very well adapted to a state of peace, when a lad, (even in his teens,) just out of the Military Academy, as a brevet of the lowest grade, may answer as well to furnish fuel and straw, or company rations, to a garrison of 40 or 50 soldiers, as a gentleman of mature age and judgment, and exalted character. But if the exigencies of service require hundreds of thousands, or millions of dollars, to pass through the hands of such an officer, ten to one he is bewildered with the magnitude of his responsibility. Fond of display, and associating among gay thoughtless youngsters of fashion, his mind is not sufficiently balanced to resist the bland approaches of temptation. He gambles—loses more than he can afford, and must supply the deficit

in a way that he once would have scorned. Once involved, however, repentance is too late for honor. No longer influenced by a sense of private honor, he is abandoned to the extremest notions of absurdity and folly. If he then negotiates for a profitable collusion, in disbursing the public resources, is it matter of surprise, so much as pity, for the infirmities of human nature?

These are some of the reasons for the opinion that business men of talents, and of mature years and character, and suitable attainments, are better qualified to disburse money, and sustain with dignity the other duties of the Staff departments of the army, than are those, who, as subalterns of the line, are transferred for temporary duty in the Staff.

It is not, however, appropriate to this occasion, to suggest remedies for evils that are not yet fully understood by the Government. I am content for the present to await a "Wise investigation." P.

The *Chronicle* will scarce need a request to republish the foregoing, if it desires the truth to prevail, and justice meted to the army, as well as to individuals.

COMMODORE ELLIOTT.

The Editor of the New York Gazette has read attested copies of all the official proceedings in the case alluded to, and asserts that a case of more flagrant outrage does not stand recorded in our naval annals.

The case is shortly stated. The Commodore had bought some Arabian horses, and having sent them all to the United States, except a favorite mare, the officers, on arriving at Port Mahon, proposed a race for the purpose of testing the speed of the animal, the Commodore himself being among the foremost in the proposition. Two officers of the ship procured horses, and run against the Commodore's Arabian, and beat her. Another race was got up, and then she won. During the excitement consequent upon the race, two of the officers of the navy were talking earnestly in relation to it, and Elliott, riding up, used offensive and very unbecoming language towards one of them, Lieutenant Hunter, brandished his stick over the head of that officer, and ordered him on board the frigate, there to consider himself suspended from duty. The mandate was obeyed. The unofficer-like scene occurred in the presence of the officers of the British line-of-battle ship Rodney, and immediately afterwards Lieutenant Hunter addressed a letter to the Secretary of the Navy, reporting the outrage on his person and feelings by his commanding officer, and respectfully demanding redress and protection from the Department.

This letter, by the rules of the service, had necessarily to pass through the hands of the Commander in Chief, and it was accordingly enclosed to Com. Elliott in a respectful letter to that officer; whereupon, the Commander immediately ordered a Court Martial upon Lieut. Hunter, under charge of unbecoming language in his dialogue with his brother officer on the race ground, and of a misstatement of facts in his letter to the Secretary of the Navy. Capt. Wilkinson, of the frigate United States, was President of the Court; and, after a full examination of witnesses, the Court unanimously and honorably acquitted Lieutenant H. of both the charges and their specifications, and Elliott was obliged to approve the proceedings. Not satisfied, however, he ordered another Court Martial for the trial of the Lieutenant on the treating of the Commodore cavalierly, and, as the specification has it, "satirically" in his defence before the first Court. He was unanimously and honorably acquitted again! Now what does the reader suppose was the foundation of this second charge against this persecuted and gallant young officer?

Why, truly, he had said in his defence, that Commodore Elliott was so bold and fearless an officer, and so celebrated for his high sense of honor, &c. &c., or

words to that effect, that no imputation would be made upon his motives. The language, it must be confessed, was bitterly sarcastic in its application to such a man as Commodore Elliott; but it was perfectly decorous and becoming in phraseology; and, to an officer who deserved it, would of course have been deemed highly complimentary. But Elliott, knowing how little he was entitled to such encomium, very naturally considered it "satirical."

Indeed, the whole defence is a very eloquent paper, drawn up with distinguished ability and perfectly conclusive in its reasoning. The finding of the Court, by the way, is quite as *ironical* as any portion of the defence; for, though perfectly decorous, and even respectful in its language, its *peculiar application* made it quite as open to objection on the Commodore's part, as the language of Lieutenant Hunter!

A great number of witnesses were brought forward, and all of them, but two, by Elliott himself. The officers of the British line-of-battle ship were among the number, and every single witness adduced, swore strongly and most positively in Mr. Hunter's favor. The British officers in particular were emphatic in their testimony to the forbearance and propriety with which Mr. Hunter acted throughout the whole transaction.

Lieutenant Hunter is acknowledged on all hands to be a most excellent and exemplary officer, and is exceedingly beloved throughout the squadron.

THE SURVEY OF ST. GEORGE'S SHOAL.—The project lately adopted by the Government of the United States, of employing a scientific officer to survey the dangerous shoal on the western edge of St. George's Bank, a danger which has always had terrors for the seaman, and which has been but little understood, is deserving of much praise. It is remarkable that this survey had not been ordered twenty years sooner. The survey just completed by Lieut. Wilkes in the Porpoise, has been complete and satisfactory, and may be relied on as correct. The Porpoise was at anchor on the Bank for about six weeks, accompanied by other small vessels, and whale boats, and all the necessary materials for doing the work thoroughly—and it has been thoroughly done. The labor which has been performed by Lieut. Wilkes and his officers and crew in the course of that time, as shown by their records, memorandums, and charts, which Lieut. Wilkes with much politeness has allowed us to examine, is really astonishing, and should entitle them to the gratitude of the mercantile community.

The part of the Bank surveyed, embraces a surface of about thirty miles square, including the whole extent of the shoal—and the depth of the water and the quality of the soundings have been taken within that space, at the distance probably, of every hundred feet—and on the shoal but very few square feet were suffered to escape without a visit from the lead.

The accounts which have heretofore been given of this shoal are very erroneous, and the dangers have been much exaggerated. Persons who have visited this spot accidentally or intentionally, have been very much deceived, or the character of the shoal has changed materially within the last few years. The shoal extends in a direction nearly S. E. by S. and N. W. by N.—and that part of it, on which the water is generally less than ten fathoms, is thirteen miles in length, and from two to three miles in breadth.—Here the tide, which sets at the rate of three knots, forms ridges, which may be seen and hear at a considerable distance, presenting an appalling sight to the navigator, and which, during a gale, would be easily mistaken for breakers. The shallowest water found on this shoal, at any time of tide, was two and a half fathoms, or fifteen feet—and this in two places only, at a small distance from each other, and each of very small extent. In a heavy gale of wind, the sea will of course break on some parts of this shoal; but in moderate weather it may be crossed without danger by vessels of a small

draft of water—the depth varying, with the above exceptions, from five to ten fathoms.

This shoal is not composed of *quick sand*, as many have supposed, but of *HARD SAND*, which is not agitated in the shoalest part, even when the surface of the water is rough. The sand is principally quartz, and on the shoalest parts is exceedingly fine, and increases in coarseness in proportion to the increase of the depth of the water. The depth of the water, at a short distance from the shoal proper, is about twenty fathoms, more or less; and the quality of the soundings is various-sized pebbles, intermixed with coarse sand—the pebbles such as are found in conglomerate rock—pudding stone.

The bank extends westward of the shoal about ten miles without much variation, when deep soundings are suddenly struck in the South channel. The position and extent of the shoal, and also of two or three small banks in a North-eastern and a South-eastern direction from the shoal, where the depth of the water is from eight to ten fathoms, has been ascertained with the utmost possible accuracy by Lieut. Wilkes.

Lieut. Wilkes' report, which we hope will be published *in extenso*, and distributed by order of Government, will be a very important and valuable document; and the chart of the bank and shoal, which we presume will be prepared and published immediately, will be a most useful and interesting companion to our navigators. Hitherto all information respecting this danger, in the fair way of vessels bound to Europe or the West Indies from ports in Massachusetts Bay, and which is within hardly twelve hours sail from Boston, has been altogether vague and undefined.

It should be remembered that Capt. Seward Porter first suggested to the Government the importance of an accurate survey of St. George's Shoal, with a view to the erection upon it of a light house or beacon, to warn vessels of their proximity to danger. Lieut. Wilkes' opinion of the expediency or practicability of this measure, will be entitled to full confidence. But it is evident that *something* should be placed near the most dangerous part of the shoal, either a beacon, floating light, bell, or buoys. Three buoys of considerable size, with flags attached to them, and painted, are now moored, one at the southern extremity of the shoal, and the others near the centre, where the danger exists.—*Boston Mercantile Journal*.

MORSE'S PATENT CAPSTAN.—Every thing relating to naval science and its improvements is worthy of notice, in a commercial or maritime community; and where labor is husbanded, and important results obtained by small exertions, the inventor is entitled to the thanks and patronage of the community. Such is the capstan improved by Mr. Andrew Morse, which has been amply tried and severely tested in practice, and in not a single instance has it failed to give the most satisfactory proofs of its utility. The writer has before him a letter from a commander of one of the United States Revenue Cutters, stating that one of these capstans has been in use on board his vessel since June last, and that he has had ample opportunity of testing its great superiority over all others. "We have used it," continues the letter, "in all weathers, to purchase our anchors, and find that only *three* men are required to weigh our *best bower*, weighing seven hundred and fifty pounds. I consider this purchase infinitely superior to any of the patent windlasses now extant.

A letter from Fort Leavenworth of the 5th of September, published in the *Far West*, says—that Col. Kearny, Capt. Boone, Lieuts. Thompson and Kearny of civil engineers, Capt. Dimmock and Mr. Minor had left that day to make a reconnaissance of the military road to Fort Gibson.—*St. Louis Republican*.

WASHINGTON CITY;

THURSDAY, OCTOBER 26, 1837.

Public feeling has been highly excited by information, which reached this city on Tuesday, of the capture by a pirate of the packet ship *Susquehanna*, which sailed from Philadelphia on the 20th inst. for Liverpool. The news was brought by the pilot who took the ship to sea; he states that she was captured off the Five Fathom Bank by a long clipper foretop-sail schooner, painted black, and full of men; at dark she was off Indian river.

The *Susquehanna* had on board 18 cabin and 40 steerage passengers, besides a quantity of specie, variously estimated at from \$25,000 to \$250,000.

The *Pennsylvanian*, in speaking of this audacious capture within sight of our own shores, says:

"The receipt yesterday afternoon of the distressing news given above, caused a general and painful excitement throughout the city, and every measure was instantly resorted to which the circumstances demanded. The news was sent by the most expeditious means to New York, Norfolk, and Pensacola, that the armed vessels in those ports might instantly put to sea for the pursuit of the pirates.

"Commodore Stewart, commanding at this station, immediately volunteered any necessary number of officers and men from the Navy Yard, to man the Revenue Cutter, now at Wilmington, there being no vessel of war at this port fit for the purpose. A steamboat was procured, and from fifty to eighty seamen, with guns, provisions, &c., went down the river last evening, under the command of Lieut. John Dale. We are informed, however, that so imperfectly is our Navy Yard furnished, that the supply of pistols, cutlasses, &c., was obtained from another quarter.

"It so happened that Commodore Morris, one of the Navy Commissioners, was at the station when the news arrived, and he wrote immediately to Commodore Ridgely, at New York, that the *Porpoise* and John Adams, now in that port, may be sent out to join in the pursuit. As the Exploring Expedition is at present at New York, and has been preparing for sea for two years past, it may be presumed that some of its vessels are available for this service.

"While on this subject, it may be as well to remark that, when Governor Branch was Secretary of the Navy, our gallant townsman, Commodore Stewart, addressed a series of letters to him upon the policy of establishing a Home Squadron to cruise up and down the coast of the United States, both for the purpose of relieving vessels in case of accident, and to prevent such occurrences as that to which the *Susquehanna* has been made a victim. He argued that as piracy had been crushed and kept down by our vessels in the Gulf of Mexico and elsewhere, it would probably next appear where we are least protected—upon our own coast—and his prophecy has been verified.

"The suggestions of the Commodore were unheeded, but it is to be hoped that, founded as they were upon the best grounds, they will now receive the attention to which they are entitled. The expense of such a squadron would be trifling compared to the important benefits it would confer.

The amount of specie on board the *Susquehanna* is variously stated at from \$25,000 up to \$200,000."

We are reminded by this circumstance of an article, which appeared in the *Military and Naval Magazine* for November, 1834, from which we make one short extract:

"A vessel should always be kept ready for sea, officered and manned, in each of the principal sea-

ports, Boston, New York, and Norfolk, to meet any sudden emergency; and if nothing better to do, they might make short trips to sea for exercise and discipline. Nothing so effectually prevents aggression, as the means and the ability to resent it promptly. An adventurous picaroon from the West Indies might hover on our coast, intercept some of our valuable ships, and be out of reach while a vessel of war was receiving her crew, and getting ready to sail in pursuit."

What was then a supposititious case, has since been realized in a melancholy manner. Fortunate will they be, if the passengers escape with life.

It is with deep regret that we have learned, by the Southern papers, the accidental and sudden death of Dr. LEONARD OSBORNE, late Fleet Surgeon of the West India squadron. He was on his return from Pensacola to Washington, and was killed, on the night of the 5th instant, by the upsetting of a stage near Bainbridge, in Georgia. Dr. Osborne has been a resident of Washington for many years, and not only here but elsewhere, and by his brother officers, was universally respected and beloved. The following communications pay no more than a deserved tribute to his worth:

It is with the most sincere regret we learn that Dr. Leonard Osborne, one of the senior Surgeons of the United States navy, and a citizen of this District, was killed by the upsetting of a stage, on the night of the 5th of October, near Bainbridge, Georgia.

Dr. Osborne was a native of England, but entered the service of this country when very young, and by his strict attention to duties, gentlemanly deportment, and the most benevolent and generous disposition, he gained the friendship and esteem of all who knew him.

To that unfortunate and wandering class of citizens—the sailor—he was ever found the friend and protector; and by his loss the navy and his country are deprived of an officer not easily to be replaced. He was one of those officers who constantly sought duty, and whose

"March was on the mountain wave,
And home upon the deep."

Dr O. had just been relieved from the responsible station of "Fleet Surgeon to the West India squadron," which he had held for three years, and was on his way home to his relatives and friends, when he met with this dreadful accident, by which the service has been deprived of one of its most active officers, the country of a most valuable citizen, and his relatives of their guardian and protector.

He was instantly killed by the stage falling on his head; his remains were carried to Bainbridge, which is about two hundred miles north of Pensacola, where they were interred with every mark of respect by the citizens and his fellow travellers.—*Globe*. F.

THE LATE SURGEON OSBORNE.

"He shall return no more to his house, neither shall his place know him any more."

Perhaps the force of this lamentation was never brought more closely to our hearts, or more painfully realized, than in the event which has deprived the navy of the subject that claims this last offering of friendship.

Dr. Leonard Osborne, late Surgeon of the Fleet in the West Indies, from which station he was (at his own request) recently relieved, was reared and educated among us. His professional character was moulded under the preceptorship of the first practitioner of our Metropolis, in years, residence, and skill.

Dr. Osborne, in his whole career of service, reflected, by his abilities and a genius cultivated by close study, the credit of his master. But his character does not rest here. Were it allowed to raise the veil that conceals domestic affections and individual charities, it were idle to trumpet this notice of his death.—*Intelligencer*. C.

TROOPS FOR FLORIDA.—Six transports have sailed from Fort Monroe for St. John's river, Florida, having on board officers and recruits for the army now there.

1. Brig. Gen. Sumter.		No. of Recruits.
Capt. J. M. Washington,	4th Arty.	120
Lieut. B. H. Hill,	1st Arty.	
Lieut. A. M. Rutledge,	1st Arty.	
Lieut. J. Sedgwick,	2d Arty.	
Lieut. J. H. Bates,	3d Arty. & A. C. S.	
Assistant Surgeon W. S. King,		
2. Brig York.		
Bvt. Maj. J. L. Gardner,	4th Arty.	116
Lieut. J. W. Gunnison,	2d Arty.	
Lieut. R. Ridgely,	3d Arty. & A. C. S.	
Lieut. T. Williams,	4th Arty.	
Also, for the companies of 4th Arty. in Flo'a.		11
3. Brig Plutus.		
Lieut. E. W. Morgan,	2d Arty.	106
Lieut. H. C. Pratt,	2d Arty. & A. C. S.	
Lieut. E. Bradford,	4th Arty.	
4. Brig Taken.		
Lieut. A. E. Jones,	2d Arty.	100
Lieut. B. Bragg,	3d Arty.	
Lieut. G. Grandin,	4th Infy. & A. C. S.	
5. Brig Edward.		
Lieut. A. P. Allen,	3d Arty.	117
Lieut. R. P. Jones,	3d Arty. & A. C. S.	
Lieut. A. Park Gregory,	4th Arty.	
Lieut. J. R. Soley,	4th Arty. with	18
6. Brig Sarah.		
Lieut. T. Woodbridge,	2d Arty.	117
Lieut. A. B. Dyer,	3d Arty.	
Lieut. T. L. Brent,	4th Arty.	
Total number of recruits,		715

The following named officers have been ordered for temporary duty on board the U. S. ship *Pennsylvania*, to assist in navigating her to Norfolk:

Lieutenants, J. M. Dale, J. Kelly, E. Byrne, J. Marston, Jr., and L. Pennington.

Surgeon, T. J. Boyd. *Asst. Sur.* R. Woodworth. *Passed Midshipmen*, W. Reynolds, R. Bache, C. C. Barton, and G. L. Selden.

Midshipmen, E. Boyle, J. E. Duncan, C. H. Piper.

In addition to these, Commodore Stewart is authorized to order such other officers as may be necessary, from among those in Philadelphia, or its vicinity.

The steamboat *Columbus* brought up from Norfolk to Baltimore on Saturday last, one hundred and eighty men, including ten officers, for the U. S. ship *Pennsylvania*. They went on immediately by the afternoon line to Philadelphia.

TO CORRESPONDENTS.

The communication of "C." has, for want of room, been unavoidably postponed till our next.

Several other favors are on hand, and will receive due consideration.

ITEMS.

The French Prince de Joinville has been suddenly recalled from his intended voyage. He was to have embarked in the *Hercules*, 100 guns, for the coast of Western Africa, with an ultimate destination to the United States.

Gov. Cass was, by the last accounts, in the Island of Mytilene.

The St. Louis Bulletin says, that about 90 Indians of the Shawnee tribe arrived in that city from Fort Leavenworth on board the Steamboat Leavenworth on Saturday, and embarked immediately on board the Siam for New Orleans, to join the army in Florida.

There are 170 members of the new British Parliament holding commissions in the Army or Navy.

The Naval rendezvous at New York, under Commander Salter, has been re-opened.

ARRIVALS AT WASHINGTON.

Oct. 18—Asst. Sur. B. M. Byrne,	Dr. Kearney's
19—Surgeon W. L. Wharton,	Mrs. Smith's.
21—Capt. A. Canfield, T. E.	Mrs. Ulrich's.
Capt. J. W. Cotton, 3d Infy.	Brown's.
23—Lieut. S. Burbank, 1st Infy.	do
Lieut. P. V. Hagner, 1st Arty.	P. Hagner's
25—Capt. D. D. Tompkins, 1st Arty.	Gadsby's.

LETTERS ADVERTISED.

WASHINGTON Oct. 15, 1837.

ARMY.—Major S. Churchill, Dr. J. M. Cuyler, 2, Major G. T. Fauntleroy, Major D. Fraser, Capt. D. Harding, 2, Dr. B. F. Harney, 2, Major J. S. Lytle, Capt. Gouv. Morris, Lieut. F. A. Smith, Capt. I. P. Simonton, Lieut. S. B. Thornton, Capt. Charles Thomas, 2, Lieut. Geo. Thomas.

LATE OF THE ARMY.—Capt. Mathew Duncan, Cary H. Fry, John Farley, Dr. Philip Minis.

NAVY.—Lieut. J. L. Ball, Com'r. C. Boorman, Wm. P. Griffin, Com'r. M. P. Mix.

REVENUE CUTTER SERVICE.—Lieut. Geo. Clarke.

MARINE CORPS.—Lieut. Wm. Lang, Capt. A. A. Nicholson, Lieut. D. C. Powers, Lieut. H. B. Tyler.

PHILADELPHIA, Oct. 15, 1837.

ARMY AND NAVY.—P. Mid. J. M. Lockert, Mid. J. Morrison, Capt. J. B. F. Russell, P. Mid. Geo. F. Emmons, Lieut. Col. J. Bliss.

PASSENGERS.

CHARLESTON, Oct. 12, per brig *Adelaide*, from Philadelphia, Capt. W. W. Morris, of the army.

Oct. 15, per steampacket *Columbia*, from New York, Col. W. S. Harney, of the army.

Oct. 16, per steampacket *Georgia*, from Norfolk, Col. Bankhead, of the army.

NEW ORLEANS, Oct. 5, per steamer *Baton Rouge*, from Bayou Sarah, Capt. Taylor, U. S. A.

Oct. 6, per steamer *Havana*, from Louisville, Lieut. Saunders, U. S. Dragoons.

Oct. 8, per steamer *Louisville*, from St. Louis, Col. Davenport and servant, Maj. Loomis, Captains Jouett, Barker, Gwynne, Abercrombie, Surgeon Wood, Asst. Sur. McLaren, Lieuts. Lamotte, Ogden, Pegram, McClure, Storer, Gaillard, Plummer, Scott, Todd of 6th Infy., sutler Dallam and two assistants.

NEW YORK, Oct. 22, per ship *Ontario*, from London and Portsmouth, Rev. J. Wiltbank, chaplain U. S. navy.

COMMUNICATIONS.

THE ARMY.

The affairs of the army have been, of late, so frequently brought before the public, in the shape of newspaper paragraphs and disquisitions, that the subject has become almost "stale and flat," as the discussion of it has certainly proved "unprofitable." The advocates of army interests have generally confined themselves to a vindication of their cause against assaults,—open or covert,—proceeding often from high places; and while the attacks, thus made, have been urged with all the auxiliary appliances of power and prerogative, the defence has ever been confined

to the "still small voice" of an humble newspaper paragraph. A writer has lately appeared, however, in the *Charleston Courier*, under the signature of P., who seriously undertakes an essay of censure against the army, more voluminous, indeed, than apposite; and certainly more acrimonious than just. Little as may be the regard due to the style or spirit of the article, the *subject* is one that calls for attention; and if this can be elucidated by repelling some of the aspersions which the writer has cast upon the army, the time expended may not be entirely lost.

The writer, P., essays to defend the late President against a charge often alleged against him, of injustice towards the army, and is willing especially to justify his course of policy in filling army vacancies by selections from civil life. P. insists on the unreasonableness of those officers who complain of this procedure of the President, and accuses them of assuming more to themselves than of right they can claim. "The army," he says, "claims to enjoy all its own patronage; in other words, that the subalterns of the present organization claim a precedence of right to fill, by promotion to other corps, offices created by the formation of new regiments or departments of army service. That the army has never been fostered or cherished under the administration of Gen. Jackson; that its interests have been neglected; that its moral and intellectual dignity has been impaired, and its self respect lessened, by measures for which he was responsible, are truths which will scarcely be denied by any one who has been conversant with army affairs during the last eight years of our history. Noted as this period of eight years has been for the prevalence of a spirit of agitation, * * * it is not surprising that the army, likewise, should have been assailed. Accordingly, we have seen the Military Academy decried as a "nursery of aristocrats;" scientific knowledge in the art of war derided as "European topiery;" and, finally, as a practical exponent of these precious dogmas, the vacancies in the army, created by the formation of new regiments, have been filled up by citizens, by decayed editors, stale politicians, or by young men, who, having been tried at the ordeal of West Point and found wanting, were afterwards, as if in spite of the verdict pronounced at the tribunal of academic justice, appointed to commissions in the army. These commissions set them at once over the heads of all whom they left at the academy; and thus the candidate, who was deemed to be unfit for the lowest class at West Point, was placed in army rank above the highest. The very professors who presided, perhaps, at his examination, were thus doomed to perpetual subordination to him whom they rejected! Answer: Is not *this* an abuse?

Who that knows any thing of army relations; of the difference, the "infinite difference," between command and obedience, can censure the military aspirant for his feelings of deep indignation on beholding preferment thus wantonly and perniciously bestowed? Let us endeavor to sympathize, for a moment, with the military man, in those sentiments, motives, and principles, by which he is actuated, and recollect that promotion in army rank is to him not only the type but the substance of all he can hope of advancement in the scale of social being; and how can we marvel at his sensitiveness; how blame him for sorrowing under the disappointment of that ingenuous trust he so confidently reposed in the justice of his Government; that the time honored rule of military promotion would not be infringed for purposes of party favoritism.

The writer, P., is mistaken if he supposes that the officers of the army claim preferment to original vacancies, merely from any vested right that inheres in their commissions. They know that no law gives them such a right. But they claim to have entered the army under the presumption that they were to embrace a liberal and enlightened profession, requir-

ing of its votaries a certain measure of intellectual attainment. For such a pre-requisite they were content to labor through four years of academic pupillage, and then to receive their commissions as diplomas of their merit and qualification for army service. But they have scarcely obtained this coveted guerdon of their assiduity, when they behold a flight of parchments, antecedent and superior to their own, distributed to a crowd of time-serving aspirants, of no military education whatever; and among whom, perhaps, are many that, a year before, were found unqualified to enter the lowest class at the Military Academy! However keen may be their feelings of personal mortification at this perversion of all they are accustomed to view as right and just, their sentiments of wounded pride, as soldiers, as friends of the army and lovers of their country, are not less poignant. They behold in this single act of Government, the prostration of one of the noblest institutions of the nation. As the cherished Alma Mater of the army, it exists no longer. That school of rigid morals, exalted honor, and high academic culture, through which, if a youth once pass, he *must* inherit a rich portion of those attributes; that school now becomes a slighted and almost insignificant accessory to the military establishment. Candidates for the army would choose never afterwards to enter the service by that humble portal; for it would assuredly prove the last and longest road to rank and preferment.

These are some of the reasons why objections are made to the late appointments in the ordnance and dragoons. One of the certain consequences of such a state of things, if continued, is the resignation of those officers who feel that their profession is degraded, and who have it in their power to transfer themselves to another. And why complain? Nobody is injured but the country! If the American people prefer to have an army compounded of a half-educated, incongruous throng of men, made to be officers only by the epaulettes they wear; without science, without knowledge of military service, or experience in arms; in lieu of a finely educated, high-spirited, gentlemanly caste of men, homogeneous in spirit as in academical associations, devoted, like true patriots, to their whole country, and free from the grovelling spirit of party subserviency. If the former be the description of officers preferred by the people over the latter, why, then we have nothing to say. The people pay for their army, and they must have just such an army as they choose for their money. But nobody should blame the officers of the old school for abandoning the fraternity so soon as such a preference is clearly manifested. The late administration has done much to impress the world that such a preference exists, but there is yet a hope that its sentiments, on this point at least, were not the true indices of the popular will.

These remarks are not intended to reflect on any individuals who have recently been appointed to commissions in the army; such an intention is now explicitly disclaimed; but against the system which was practically introduced into service by the appointment of those officers, we are disposed to remonstrate in terms of the most pointed reprobation.

The writer P. indites a paragraph, professedly in favor of the Military Academy, but he could not prevent the escape of an unfortunate sneer against those who have been educated at that institution, and whom he describes as "*beneficiaries of the nation*"—"students on charity," &c. If the speeches of certain Radicals of Congress, who recommended that candidates for cadetship should be selected exclusively from the indigent class of our population, were to be taken as the true expressions of the public mind on this question, it would not be surprising that officers as well as cadets should be very generally regarded as children of charity. Add, only, to their straitened circumstances a corresponding penury of talent, also, and the Government might then felicitate itself on

having an eleemosynary corps of military adherents, whose fidelity would surpass the proverbial Swiss—a corps well worthy of such a system—and of the *taunt*, also, which P. so superciliously flings upon them.

But let it be understood that such is not yet the case. Cadets do not consider themselves as creatures of charity, however they may have been educated at the nation's expense; nor, when they become officers, do they feel that they are incurring any very grievous load of obligation for the miserable pittance of pay that is meted out to them for their services. On the contrary, they know that their services are more than a return for their poor stipend. They know that the country is served at a lower rate of compensation than any private corporation or individual could be, when the same talent and capacity were called into requisition. The country, therefore, is the debtor; and when the day shall come that she finds herself served *worse*, she may then be more ready to acknowledge the value of her present institutions.

Passing over certain laudable attempts of P. at *fine writing*, in which Alexander, Cæsar, and Napoleon figure in good large capitals, we come to his strictures on the Florida war. Not because he seems to know much about it, but because the people of the United States know even less. "Many," says P., "perhaps a majority, of the officers employed in the several Indian campaigns have behaved very well; but who are they who have gained the most eclat?" P. answers the question by exclaiming, "nature's noblemen;" but who this privileged order of men are, in the present reference, it is not easy to divine. No such class is known in Florida, it is presumed, either by prescription or by any distinguished prowess hitherto evinced against their adversaries, the Indians; so far, at least, as the public are aware. The truth is, very few of any order have gained much renown in the present controversy with the Seminoles, because very little could have been gained in the best possible issue of the war, against so small and miserable a race of Indians. But, whatever honor may be due for an intrepid and dauntless exposure of life, not less to the influences of a pestiferous climate, than to the rifle of the savage, such is due to the army in the fullest measure. Not "a majority," only, but all the officers employed in the Florida campaigns, "have behaved very well." If not, let the exceptions be specified. Those who were sacrificed at Dade's massacre, fell like heroes; at the Withlacoochie, Clinch and Fanning were constantly amongst the hottest of the fire; at the Wahoo Swamp, Pierce and Gardner heard more of the whistling of rifle balls than any other commanders; at Micanopy and Fort Drane our troops achieved all that men could do; and, lastly, at Lake Monroe, Fanning was certainly not less exposed than in any of his battles in the late war with Great Britain.

Here has been devotion enough of life, one would suppose, to have shielded the army against the reproach attempted to be cast upon it, however insufficient this devotedness has proved towards a successful termination of the war. "The great secret of our want of success in Florida," says P., "may be hereafter ascribed to the clumsy machinery that too much science interposes between regular movements and the position of an active enemy." This notable discovery of P., if it could but be comprehended by others, might be of service in the ensuing campaign; but as there seems to be but little probability of this, it would be well that the writer be sought out, and sent to enlighten the commanding General on a question with which so many are puzzled.

There is, in fact, no mystery or secret about the matter. We cannot expel the Seminoles from Florida without applying the necessary means; and means adequate to this end have never yet been provided. Not one thousand, nor three thousand, nor six thou-

sand men, are sufficient to subdue even the eight hundred Seminoles, in such a country as Florida. Admit that these eight hundred shall be resolute, united and indomitable, determined to die rather than emigrate, and twelve thousand soldiers will not force them away. The reason is plain. They have a country in their rear, indefinite in extent, (comparatively speaking,) and inexhaustible in resources; but only in such resources as are available to them alone. For us the country is worse than desolate. Every step we advance in it removes us further from our supplies; but every where the savages are at home. Into the secret recesses of this country they can retreat, or return, or redouble upon us at pleasure; appearing now in small parties on our front, or flank, and now in our rear, and Parthian-like, flying before us, after delivering their shot, with a swiftness of foot and adroitness of concealment that defies all our efforts at pursuit. And because we are slower than they, incumbered as we are with our necessary provisions, is it to be reckoned a reproach that we do not overtake them? Because we are unacquainted with the thousand devious paths through the otherwise impenetrable hammocks and swamps—paths familiar, however, to every Indian—are we to be condemned for our ignorance of their topography.

No one, not personally acquainted with the interior of Florida, can well imagine how formidable are the obstacles presented by the nature of the country against the operations of a regular army. The number of hostile Indians, whether more or less, is a matter of the least consideration. The surface of Florida is almost one "boundless contiguity of shade;" one ceaseless succession of natural fastnesses, offering to the Indians shelter and protection at every remove, but opposing constant obstacles to us. Every swamp furnishes them the farinaceous root on which they subsist, and fish and game abound in every river, lake, and forest. But all these rivers, lakes, and swamps, are only impediments to us. Our wagon trains cannot move through them, and we cannot subsist on country. Unlike the firm and healthy regions of the North or West, where the Indians can be pursued by the white man, this country has but few springs of wholesome water, and that of the lakes and rivers can be used by the troops only in the winter. Operations, therefore, always cease in the spring of the year, and then the Seminole has again his season of respite; again he recruits his supplies of cattle and ammunition; burns down our forts and storehouses, and is ready again in the autumn to resume the game. Add to his other advantages the justice of his cause, and his abiding consciousness of moral right in the conflict which he is waging with us, and we shall see that the Seminole war will still remain undecided for a term of time longer than we have been willing to believe possible. Not this year alone, but many years, may elapse before he can be brought to bow to our yoke.

But enough has been said, for the present, of Florida. As to the vile aspersion cast by the writer P. on the honor of the army by his charges of "defalcation," "fraud," "gambling," &c., it must be treated with the contempt it deserves. No one, who is acquainted with the officers of the army, with their positive high character for moral rectitude and gentlemanly deportment, will read the remark but with feelings of utter disgust.

AGRICOLA.

To avoid the necessity of republishing the article signed P., we have quoted, at the commencement of each paragraph, the phrase which forms the text for the writer's notes.

THE ARMY.

NOTES UPON AN ARTICLE COPIED IN THE ARMY AND NAVY CHRONICLE, Sept. 21, 1837, page 181, from the Charleston Courier.

"According to qualification and merit:" page 181, line 10. No one denies that appointments for the ar-

my should be distributed "according to qualification and merit" among all classes of people; but the army denies that this has been done by General Jackson. No one denies that civil life embraces individuals of every merit desirable for the army, but it is denied that President Jackson either selected or sought these individuals for the army.

"The exclusive promotion of their own department"—p. 181, l. 37. The army does not claim a right to all the appointments. When the 1st regiment of Dragoons was officered, more than one-half of the officers were taken from civil life, and but little or no complaint was heard; but when every officer in the 2d regiment, save three, was given to individuals drawn from civil life, the army was outraged, and no man in it deserved to hold a commission who was incapable of feeling the outrage.

From "those who make the question," p. 181, to "the theory of military science," p. 182. The whole of this paragraph, if it proves any thing at all, proves education to be useless, and would establish that nature is so strong, independent of education, that professions might change all round without disadvantage; that lawyers might make good divines by stepping from the forum to the pulpit, and divines good soldiers, by leaving the desk for the field. Nature certainly furnishes the basis for the hero, as she does for the poet and the artist, but education prepares him for his profession. Those boasted exceptions where men have gained imperishable renown without having passed "through college," are not found among uneducated men, or have invariably shown lamentable defects for want of education.

"Self-taught men, who, in the wilds of Florida," p. 182, col. 1, l. 35. It must be observed of the commanders in Florida, (whether "nature's noblemen" or not,) that not one ever graduated from West Point.

"Placing upon Napoleon's brow a chaplet," *ib.* l. 35. That Napoleon beat the old and veteran Wurmser in Italy, so far as it proved anything, is entirely on the side of the military academy, for we all know that Napoleon was educated at the military school of Brienne.

"No man can be qualified for a high trust," *ib.* l. 78. No one denies the advantage of the spirit here described; but who ever assumed that its presence is less likely to be found among men educated for the military profession, than among citizens "elevated suddenly beyond the sphere in which they have habitually contemplated their destiny," must be subject to mania-a-potu, and can only plead a muddled brain for his errors.

"Casting his whole soul into the emprise," p. 182, col. 2, l. 5. Where are we most likely to find this "whole soul" for military glory—in the army or out of it? With men who wear swords, or those who carry pruning hooks? It is granted that a man "suddenly elevated beyond the sphere in which he habitually contemplates his destiny," (I thank the writer for this sentence,) enjoys for a short time a peculiar force of feeling. Napoleon himself has said that he felt more pleasure when appointed a subaltern than when he placed a crown upon his head; but will it be said that his "taste" or his "habits" made him less capable of achieving "glory," when he became an Emperor, than when a subaltern officer?

"Educated with that design at the public expense," *ib.* l. 44. It is precisely because appointments from civil life must, for the most part, be made without regard to "natural adaptation to any peculiar pursuit," that the military academy, or some sort of practice and examination should be supported, where candidates can be sent, and where those who have no "predilection for the art of war" can be "ascertained;" where those whose "destiny does not connect them with the army" can be so advised in time, that they may become merchants, mechanics, or members of one of the "learned professions, par excellence." No "intelligent gentleman, in or out of the

army," pretends, that those so separated from the military profession, represent the military "*genius of the nation*." On the contrary, one of the loudest complaints of the regular graduate is, that many of those very men who are "not educated," and who do not represent the "military genius of the nation," have been brought into the new regiments with full commissions, while their late competitors at the military academy, who had not the fortune to be dismissed, were still laboring for academic honors, dearly won at last, with a loss of all rank in the service.

"Disgrace the propensity" (for gaming,) p. 183, c. 1, l. 1. Here is a shameful imputation thrown upon the army, as if there was more gaming among officers educated for the army, than among those brought into service from civil life, whose habits are alien to the profession, and who, when not educated, seek the card table to fill that void of mind more nobly supplied in others by the result of education. The writer of the article in the *Courier* may boldly be told, as a fact beyond dispute, that the graduates from the military academy have relieved the army from the weight of that public opinion prevalent at the close of the war of 1812, which excluded the members of the profession from very many respectable dwellings, especially in the eastern States, where happy families, with daughters, desired to preserve themselves from the contamination of cards, drinking, and debauchery.

"Devotion to the public weal," *ib.* l. 32. And how would the writer for the *Courier* cherish "military talents;" and how would he give the "highest possible degree of elevation" to that portion of the *national honor* committed to the army? Would he degrade all officers in commission, or attempt to degrade them, by filling the offices, *save three*, of an entire regiment from civil life, as if the army contained no elements worthy of being cherished? and by the appointment of dismissed cadets, while their original classmates are still laboring at the academy to deserve that rank, more easily won, it would seem, by incurring dismission? This General Jackson has done, and this the writer in the *Courier* defends.

"Never knew an honest dollar that was not derived from the public treasury," *ib.* l. 72. The assertion that the officers of the army are great defaulters, is the most gratuitous falsehood ever uttered. There never has been a period in service for honesty in money transactions, comparable to that of the last few years, in the American army. If there is any one virtue for which the graduates at the military academy stand conspicuous, it is that of moral honesty. A recent case could indeed be named of defalcation, to the amount of fifty or sixty thousand dollars; but it stands out in bold relief, an exception to the conduct of the whole body of disbursing officers in the army; and to find a parallel for it, we must go back several years, when disbursing agents were not graduates, and when the army was filled by men appointed without "regard to their natural adaptation to any pursuit."

"Have entered the army, at mature age, with fixed habits and principles," p. 183, c. 2, l. 13. In continuation of the same subject, what are the "fixed habits and principles" of men in civil life in pecuniary matters? Are they not to accumulate heaps upon heaps of gold? But it is notoriously otherwise with the soldier, educated for the profession. If the writer in the *Courier* does not know it, he can be told with truth, that there are men in service who feel it almost a degradation to own property, and be compelled to mix with their brighter feelings and purer aspirations the low calculations of gain.

Many of this spirit are among those so lavishly abused by the writer for the *Courier*, who have been forced by the course of General Jackson to turn their eyes away from the path of glory, to provide a retreat, where they may hide from the undeserved outrage that has been put upon them.

"Clumsy machinery," *ib.* l. 69, is a most happy expression to designate the composition of Florida troops, averaging but one soldier to three or five volunteers; and the writer, so fortunate in his expression, ought to see in the Florida experiments the most abundant reasons for an increase of the army, for cherishing its "military talents," and deprecating the calling into service a host of people drawn from civil life without "regard to their natural adaptation to any pursuit."

DOMESTIC INTELLIGENCE.

From the St. Augustine Herald.

RATIONS.—A commission has been appointed to proceed to Florida to superintend the distribution of provisions to the indigent and suffering inhabitants of the Territory, under restrictions and regulations prescribed by the Secretary of War.

These regulations we give below. In consequence of these restrictions, about 50 families have been stricken off the list in this city. Many of these are widows destitute of the means of subsistence, and dependent hitherto upon the bounty of Government.

WAR DEPARTMENT,

September 13, 1837.

The Commission that will proceed to Florida to superintend the distribution of provisions to the intelligent and suffering inhabitants of that Territory, will carefully examine the subject entrusted to them, and report, at as early a day as possible, the number and description of persons entitled to receive rations under the following restrictions and regulations, which are intended to apply to the cases where relief has been heretofore granted, as to those which may be presented for their examination in future.

The intention of Congress having been to provide for the relief of such of the inhabitants of Florida as were driven from their homes by the war, and have since, from the same cause, been prevented from returning and cultivating their farms, or otherwise gaining by their labor the means of subsistence, the distribution of provisions will be confined to such persons only, excluding the inhabitants of towns, whose condition is not rendered worse by the existence of the war in the Territory, but rather benefitted by the facilities offered them of obtaining employment.

Persons who sell whiskey or keep gambling houses, or whose conduct is notoriously immoral, are not entitled to any support from the bounty of the Government, and are not to receive rations.

Able bodied men who refused to enter the service, or do such work as is assigned them, are with their families excluded from receiving rations. The families of such as enter the service must be supported by the head of the family, except children under fourteen years of age, and negroes under ten years, who shall be allowed rations in the proportions heretofore established.

To enable the families of the persons so employed in the service of the United States to procure provisions at reasonable prices, the commission will cause them to be supplied with the articles which form the army ration, at the cost and charge to the Subsistence Department.

J. R. POINSETT.

From the St. Augustine Herald, Sept. 28.

ANOTHER IMPORTANT CAPTURE.

Brig Gen. Hernandez, returned into town on Tuesday last, from another successful expedition to the south. At Matanzas the forces under his command discovered and secured eight negroes belonging to Messrs. Cruger and Depeyster, on Friday 22d inst., who were sent to town on Saturday. On Monday afternoon they succeeded in securing Coacoochy, or Wild Cat, King Philip's son, and three other Indians

of considerable note. Wild Cat was mounted on a spirited horse, and attired in his native costume; he rode into town with a great deal of savage grace and majesty. His head dress was a plume of white crane feathers and a silver band. He is now confined in the fort, with his father. It is said he came in expecting that he would be permitted to return; but he now begins to feel some misgivings. He is anxious to return, and promises to bring all the negroes and cattle back, which have been taken by his tribe. He is a valuable prisoner, and his safe keeping a matter of much consequence.

There is much speculation as to the course intended to be pursued towards him; but the belief is pretty general that he will not be permitted to go. Philip objects to his going, but wishes some other Indian sent. It is thought by some that Philip's wishes ought to be consulted in this respect. Others are of opinion that as he came in under a flag of truce, it should be held sacred.

An order was given some days since by Gen. Jesup, for the transportation of the prisoners first taken to Castle Pinckney, Charleston Harbor, but the execution of the order has been suspended for the present.

We have procured a copy, which we give below, of the recent order, No. 187, of Major General Jesup, commanding the army of the south, which we learn has been communicated to all the military posts east of the St. John's.

ORDER No. 187.

HEAD QUARTERS, ARMY OF THE SOUTH, }
St. Augustine, Sept. 27, 1837. }

Par. 1. The Major General Commanding returns his thanks to Brigadier General Hernandez and the officers and troops of his command, both regulars and volunteers, for their excellent conduct in the late expedition south.

A force of less than one hundred and eighty men have killed or secured fifty three Indians and negroes; among the former five principal and important chiefs, whose loss to the enemy will be irreparable; and several Indians and negroes who will be most valuable as guides to the army.

The Major General assures Brigadier General Hernandez of his approbation of the measures he so promptly adopted, and so gallantly carried out; and he congratulates him, and his command, on the success of the enterprise; a success which cannot but have an auspicious influence on the future operations of the army.

BY ORDER OF MAJOR GENERAL JESUP,
J. A. CHAMBERS,
A. D. C. & A. A. G.

From the Missouri Jeffersonian.

INDIAN TROUBLES.—We have understood that there is some probability of difficulties with the Osages, on the frontier of the State. Information has been received that the Indians are embodying and making extravagant threats. We have also understood that the militia have been ordered out by the proper authority, in force sufficient to repel any invasion that may be attempted in that quarter.

By the order of the Governor, published under our editorial head, it would seem that the volunteers, organized by authority of Congress, may be soon ordered to Florida.

HEAD QUARTERS OF THE MILITIA,
ADJ. GENERAL'S OFFICE,
City of Jefferson, Sept. 25, 1837.

Anticipating an immediate call from the proper authorities of the General Government, for the services of volunteers raised and organized in this State, under the act of Congress of May, 1836, the undersigned, Commander-in-Chief of the Militia of the State of Missouri, orders the officers, non-commissioned officers, privates and musicians, of the 1st Regiment of Missouri Volunteers, to assemble at Co-

lumbia, in the county of Boone, (upon a day to be designated by Col. R. Gentry, the commander of the regiment,) there to await the further orders of the Governor of this State.

LILBURN W. BOGGS, *Com. in Chief.*
By the Commander-in-chief,
B. M. LISLE, *Adj. Gen.*

CHARLESTON, Oct. 17.—By the U. S. steampacket Poinsett, Capt. TRATHEN, arrived here this forenoon, we have received the Jacksonville Courier, of the 12th inst. It contains no news.

We learn from Capt. TRATHEN, that Gen. JESUP was at Black Creek, waiting for the troops, intending to open the campaign on the 1st of November.

Two companies of Mounted Tennesseans left Garey's Ferry for Picolata, 14th inst. Two Companies of the 2d Regiment U. S. Dragoons, under the command of Major ASHBY, left Garey's Ferry for Picolata, 15th inst. A detachment of U. S. Artillery, under Lieut. MACKALL, that arrived in Poinsett, were immediately sent off to St. Augustine. There is every appearance of a vigorous campaign. General JESUP is determined to strike a sudden and severe blow as soon as his plans are arranged. The troops at Garey's Ferry are in fine order.—*Courier.*

The Pensacola Gazette, in alluding to the preparations for carrying on the Florida War, says:

"The opinion prevails pretty extensively, that there will be no more war; in other words, that 'the Florida war is ended;' that the objection of the Indians to going away last spring was more to the season than to the act of removal itself; and that it is their intention to come in this fall, and make arrangements for their final departure. If so, the war will be a bloodless one; but it is well to be prepared for the worst; and if the worst should come, why—we shall have torrents of ink shed, and there will probably be another campaign next fall.

NORFOLK, Oct. 23.—Lieut. HAGNER, of the U. S. Army, from Black Creek, arrived here yesterday in the steampacket South Carolina. Gen. Jesup had arrived there from St. Augustine, and was waiting the arrival of troops to recommence the campaign.

A company of 67 volunteers, destined for Florida, under command of Capt. Irwin, arrived at Old Point on Saturday in the steamboat Columbia, Capt. Mitchell, from Washington. They embarked same day in the schooner Alonzo, and probably proceeded to sea.

Gen. EUSTIS left Old Point yesterday in the steampacket South Carolina, for Florida.

We learn from the Portsmouth, Va., Times that the following officers, with a detachment of 150 seamen, have been ordered round to Philadelphia to assist in fitting out and bringing to Norfolk the U. S. ship of the line Pennsylvania. The detachment left on Friday, in the Baltimore steamboat:

Lieutenants—G. J. Pendergrast, Arthur Lewis, T. D. Shaw. Passed Midshipman—D. Ross Crawford. Midshipmen—C. St. Geo. Noland, Charles Sinkler, —Usher Boatswain—William Walters. Gunner—Alexander Russell. Sailmaker—B. Crow. Carpenter—Chas. Boardman.

We learn from a gentleman who left Pensacola on the night of the 3d inst. that the squadron, under command of Com. DALLAS, was lying there at that time. They would sail for the Gulf of Mexico in a short time.—*Norfolk Beacon.*

We are happy to learn that the U. S. Revenue cutter Woodbury, destined for Texas, (and for whose safety we have had some apprehension,) having on board the Texan minister and secretary, successfully weathered the late storm. In the blow, she was driven ashore near Petit Coquille Fort, but was easily got

off when the gale abated, and proceeded to sea.—*N. O. Advertiser.*

EXPLORING EXPEDITION.—The New York Commercial Advertiser of Saturday, says the ships constituting the exploring expedition make a fine appearance in the North River, and attract much attention. Yesterday the Macedonian was visited by a number of distinguished gentlemen; among whom were Mr. Senator Southard, Mr. Cushing, and other members of Congress. They spent several hours on board the squadron, and returned much gratified with the excursion.

DURANT'S GLOBE PORTABLE BAROMETER.—Made for the United States Government, for the use of the South Sea Exploring Expedition. A full description of Mr. C. F. Durant's improvement in this valuable instrument was published in the American Journal of Science and Arts for October, 1834; and the entire article, with a plate of explanation, was copied into this paper on the 4th of the same month; it consists of a metallic ball or globe on the end of the tube immersed in mercury in the cistern, and affords perfect security against air rising in the mercurial columns to destroy the vacuum. Of the three furnished by Mr. Durant for the Exploring Expedition, one is for the measuring the height of mountains, and two are for ship-use to predict the force of the atmosphere, currents, or winds.—*New York Gazette.*

A Religious Service was held at Mattapoisett, on Sunday, the 24th ult., on account of the loss of the whale brig Caduceus and her crew. The Caduceus sailed from that harbor April 28, 1836. Having cruised through the season with some success, she parted company with the brig Mattapoisett, off the Western Island in bad weather, on their return home, the 28th of November. Since that time, no tidings of vessel or crew have been received. The crew consisted of fifteen, all young men, eleven belonging to Rochester. A sermon was preached by the Rev. Mr. Robbins, on Ps. 97—2. Clouds and darkness are round about him; righteousness and judgment are the habitations of his throne. Most of the afflicted friends and a numerous audience were present, and the discourse of the preacher is well spoken of in its happy adaptation to soothe the feelings of bereavement, and to minister to the spiritual improvement of all.—*New Bedford Mercury.*

From the Albany Evening Journal.

WARS OF THE MOHAWK VALLEY.—It affords us pleasure to announce that Col. Stone's long promised work, the Life of Joseph Brant, Thayenadneger, the Great Captain of the Six Nations, is at length in the hands of the printer. It is to contain, in connexion with the life of the Great Indian Warrior, a full history of the Indian and Tory Wars of the Mohawk Valley, and in fact, of the whole region North and West of Albany. Nor is this all. Joseph Brant was connected with the memorable Indian wars of the Northwest, from 1785 to 1795; which were closed by the splendid victory of Wayne, on the Miamis, in which our fellow citizen, Gen. Solomon Van Rensselaer, bore so gallant a part. A history of these wars, with the attending negotiations, will consequently be contained in the work of Col. Stone.

We have reason to know that the author has taken unwearied pains in the collection of his materials, and with great success. The massacres of the Mohawk Valley, of the Schoharrie Kill, of Cherry Valley, and Wyoming, will be given in full, together with many original letters from Brant himself, and various English, Tory, and American officers. In addition to the family papers of the Mohawk Chief, Col. Stone has had the advantage of General Clinton's papers, General Gansevoort's, and many others; and the work

will, beyond a doubt, when completed, be a valuable acquisition to American history.

It will comprise two large octavo volumes, and contains several elegantly engraved portraits; one of which will be a portrait of Brant in his younger days, as he appeared at Court in London, in 1776, from a portrait for the Earl of Warwick. Another, painted by Ames, in this city, in 1805. It will also contain a portrait of his son and successor, John Brant, who fought gallantly at Queenstown during the late war, and died of the cholera, in 1832. In addition to which, in connexion with the siege of Fort Stanwix, it will contain a likeness of the Revolutionary General Gansevoort, from the portrait by Stuart, now in possession of General Peter Gansevoort, of this city; and also a likeness of Red Jacket, a sketch of whose life will conclude the work.

The expenses of this work will be heavy, and a subscription has been commenced.

GERMAN GRATITUDE.—An old English magazine records, that "during the American Revolutionary war, eighty old German soldiers, who, after having served under different monarchs of Europe, had retired to America, and converted their swords into ploughshares, voluntarily formed themselves into a company, and distinguished themselves in various actions on the side of liberty. The captain was nearly one hundred years old, and had been in the army forty years, and present in seventeen battles.

The drummer was ninety-four, and the youngest man in the corps on the verge of seventy. Instead of a cockade, each man wore a piece of black crape, as a mark of sorrowing for being obliged, at so advanced a period of life, to bear arms. "But," said the veterans, "we should be deficient in gratitude if we did not act in defence of a country which has afforded us a generous asylum, and protected us from tyranny and oppression." Such a band of soldiers never before, perhaps, appeared on any field of battle.

ARMY.

OFFICIAL.

GENERAL }
ORDERS, }
No. 69 }

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Oct. 20, 1837.

I. Brevet Brigadiers General Armistead and Eustis, having been assigned to duty with the army in Florida according to their brevets, will be entitled to pay and emoluments as Brigadiers, and each to the services of an Aid-de-Camp, during the period of their commands in Florida.

II. The following senior Captains and Majors by brevet, serving with their respective regiments in Florida, are hereby assigned to duty as acting Field Officers, and, accordingly, will be allowed the pay and emoluments of Majors during the absence of any commissioned Field Officer from his regiment in Florida, or in the performance of higher duty in the army:

Brevet Major R. M. Kirby,	1st Artillery.
Brevet Major M. P. Lomax,	3d Artillery.
Brevet Major J. L. Gardner,	4th Artillery.
Brevet Major G. Loomis,	1st Infantry.
Brevet Major H. Wilson,	4th Infantry.

III. The actual command of the several regiments serving in Florida will devolve on the senior officers of each on duty with his regiment in the field, who will be responsible for the transmittal of all returns and reports required by the regulations. The Adjutant of the regiments serving in Florida, who may be now absent, will forthwith repair to regimental head quarters in the field.

BY ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF,
ROGER JONES, Adj't. Gen.

SPECIAL ORDERS.

No. 83—Oct. 18. Lieut. A. Ury, 1st Dragoons, sick leave until April 30, 1835, with leave to visit Cuba for his health.

Capt. E. Lyon, 3d Art. sick leave 3 months.

Lieut. E. J. Steptoe, 3d Art. leave 2 months.

No. 84—Oct. 19. Lieut. J. B. Magruder, 1st Art. relieved from duty in Ordnance department, and ordered to join his company in Florida.

No. 85—Oct. 20. Asst. Sur. Baldwin to Fort Monroe.

Asst. Sur. Archer to accompany recruits to Florida.

Asst. Sur. Byrne temporary duty at Fort Hamilton.

No. 86—Oct. 24. Head Quarters of the 5th Inf. removed to Fort Howard.

Bvt. Capt. C. Graham, 2d Art. Topographical duty.

APPOINTMENT.

John A. Webber, Ordnance Storekeeper, Watertown Arsenal, (Mass.)—not *Watervliet*, as stated in the last number.

NAVY.

ORDERS.

Oct. 13—Lieut. W. Smith, detached from ship *Vandalia*.

P. Mid. E. Lanier, order of Oct. 3, revoked.

Mid. F. Lowry, Naval School, New York.

19—Sur. W. Turk, detached fin. N. Hospital, N. Y.

20—P. Asst. Sur. L. Wolfley, do Pensacola.

21—Carpenter Joel Bliss, steamship *Fulton*.

VESSELS REPORTED.

Brig *Porpoise*, Lt. Com'r Wilkes, sailed from Boston on the 15th inst. for New York, and arrived on the

The U. S. ship *Independence*, from Cronstadt, arrived at Portsmouth, England, 20th Sept.

The U. S. ship *Ohio*, which sailed from New York on Sunday, the 15th, arrived at Boston on Wednesday afternoon, 18th inst.

The several vessels, composing the exploring squadron, arrived at New York from Norfolk, on Monday, 16th inst.

At Rio de Janeiro, 29th Aug. U. S. ship *Peacock*, Commo. Kennedy, from Valparaiso for United States, to sail about 5th Sept. The U. S. ship *Fairfield*, Com'r Mayo, and U. S. brig *Dolphin*, Lt. Com'dt. Purviance, sailed for Rio Grande on the 26th Aug.

DEATHS.

At Fort Moultrie, on the 10th inst., of apoplexy, JOHN WEBB, a native of Virginia, formerly of H. Comp. 1st Art., and for the last nineteen months on duty at the U. S. Ordnance Depot in Charleston harbor.

In Warren, R. I., 12th inst., MARY, a very interesting child of Lt. JOEL ABBOT, U. S. Navy. Between 5 and 6 o'clock, A. M., she left her bed, as is supposed, to extinguish the night lamp in the room of her aged grandmother—her clothes taking fire, she was so severely burnt before assistance could be rendered, that she expired at 5 o'clock, P. M., retaining her senses to the last.

At West Point, on the 10th inst., Cadet BENJAMIN F. BADEN, in the 16th year of his age. He was the son of the late Major N. BADEN, of the U. S. Army, and left Baltimore a short time since for West Point, with a heart full of hope and joy at the prospect of entering upon the soldier's career.

At Tampa Bay, East Florida, on the 29th June, JOHN H. DURANT, of the Marine corps, aged 35 years.

CHAIN CABLE IRON.

NAVY COMMISSIONERS' OFFICE, }

20th Oct., 1837. }

PROPOSALS, sealed and endorsed "Proposals for Chain Cable Iron," will be received at this office until three o'clock P. M., of the 6th day of November next, for furnishing and delivering at the navy yard, Washington, D. C., the following quantities and descriptions of iron for chain cables, &c.

4057 links 2 1-4 inches diameter, and 25 inches each in length,

75 and links 2 3-4 inches diameter, and 30 inches in length,

4 anchor shackles,

3 inboard shackles,

30 connecting shackles,

9 swivels,

3 box-pieces,

4 feet 6 inches of 4 by 3 3-4 inches oval pin iron, 21 feet of 3 1 4 by 2 3-4 inches oval pin iron.

Models and drawings, showing the shapes and dimensions of the iron required for shackles, swivels, boxes, and pin iron, and any other information will be furnished by the commanding officer of the navy yard, Washington.

All said iron must be of American manufacture, without any admixture of foreign iron; must be of the best quality, and hammered from blooms. To be first hammered four inches wide and one inch thick, then cut and piled four inches thick, then drawn under the hammer to near the sizes, and then rolled to the sizes required. The links are to be cut on the flat side of the bars, in order that they may be turned edgewise.

The shackles, swivels, and box pieces, to be drawn to pattern from double refined iron; the pin iron to be manufactured with the links, and in the same manner; little or no sand to be used in manufacturing the iron.

The whole of the said iron to be free from flaws, raw and fagged ends, and all other defects; and must be delivered in straight lengths. On delivery, it will be inspected, tested, and proved, under the instructions of the commanding officer of the navy yard, Washington, to determine whether it is all of proper quality, and corresponds in all respects to the terms, stipulations, and conditions of the contract to be made, and must be in all respects perfectly satisfactory to him, or it will not be received.

All the said iron must be delivered on or before the 31st December next.

Ten per centum will be withheld from the amount of each payment, on account of the contract to be made, as collateral security, (in addition to a bond in the amount of one-third of the amount of the contract, to be given to secure its performance,) and will not, in any event, be paid, unless the contract shall be complied with in all respects.

Persons offering must state the mean price asked per pound, and without distinction, for the different kinds of iron required.

Letters from persons who are proposed for sureties must be forwarded with the offers, stating their willingness to become sureties for the parties offering.

Where the parties offering, and their sureties, are not well known to the Board, the certificate of the District Attorney, or some Navy Agent, or other person known to the Board, that the parties are responsible, and, in their opinion, able to comply with their contracts, if made, must also be forwarded with the offers.

Oct. 26—td

RATIONS FOR THE MARINE CORPS.

QUARTERMASTER'S OFFICE MARINE CORPS, }

Washington City, Oct. 18, 1837. }

SEPARATE PROPOSALS will be received at this office until the 20th day of November next, for furnishing rations to the United States Marines, at the following stations, for the year 1838.

Portsmouth, New Hampshire; Charlestown, Massachusetts; Brooklyn, Long Island, New York; Philadelphia, Pennsylvania; Gosport, near Norfolk, Virginia; Pensacola, Florida; Washington City, District of Columbia.

The ration to consist of one pound and a quarter of fresh Beef, or three quarters of a pound of Mess Pork, eighteen ounces of Bread or Flour, at the option of the Government, and at the rate of four pounds of good green Coffee, eight pounds of good New Orleans Sugar, eight quarts of Beans four quarts of Vinegar, two quarts of salt, four pounds of Soap, and one and a half pounds of candles to each hundred rations.

It is understood that all the necks and shins of Beef are excluded, and the Bread or Flour shall be of superior quality; all the articles to be unexceptionable; and to be issued to the troops without expense to the United States. The Proposals to be endorsed "Proposals for Rations, for 1838."

Oct. 26—td.

E. J. WEED, Q. M. M. C.

The Portsmouth Gazette, New Hampshire American Sentinel, and Pennsylvanian, Philadelphia; the New York Times, Morning Post, Boston; the Republican Herald, Providence, R. I.; Baltimore Republican, Norfolk Herald, and Pensacola Gazette, will give the above three insertions per week, and send one copy of the paper containing the advertisement to this office.